

Section 7A – Alternatives to the Proposal

1. Does a safer location for a crossing exist within a reasonable distance of the proposed location? Yes No

2. If a safer location exists, explain why the crossing should not be located at that site.

3. Are there any hillsides, embankments, buildings, trees, railroad loading platforms or other barriers in the vicinity which may obstruct a pedestrian's view of the crossing?

Yes No

4. If a barrier exists, describe:

◆ Whether petitioner can relocate the crossing to avoid the obstruction and if not, why not.

◆ How the barrier can be removed.

◆ How the petitioner or another party can mitigate the hazard caused by the barrier.

5. Is it feasible to construct an over-crossing or under-crossing at the proposed location as an alternative to an at-grade crossing?

Yes No

6. If an over-crossing or under-crossing is not feasible, explain why.

See attached memorandum dated March 1, 2010, for feasibility of an overcrossing or

undercrossing.

7. Does the railway line, at any point in the vicinity of the proposed crossing, pass over a fill area or trestle or through a cut where it is feasible to construct an over-crossing or an under-crossing, even though it may be necessary to relocate a portion of the walkway to reach that point?

Yes No

8. If such a location exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ The approximate cost of construction.
- ◆ Any reasons that exist to prevent locating the crossing at this site.

9. Is there an existing public or private crossing in the vicinity of the proposed crossing?

Yes No

10. If a crossing exists, state:

- ◆ The distance and direction from the proposed crossing.
- ◆ Whether it is feasible to divert pedestrians from the proposed to the existing crossing.

See Section 6 "Description of Proposed Crossing", No.s 1, 2 & 3.

Section 7B – Sight Distance

1. Complete the following table, describing the sight distance for pedestrians when approaching the tracks from either direction.

a. Approaching the crossing from North, the current approach provides an unobstructed view as follows: (North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right See Figure 1	40' from crossing @ row fence	(800' Approx)
Right		
Right		
Right		
Right		
Left See Figure 2	40' from crossing @ row fence	5,280' (to 70 th Ave East)
Left See Figure 3	60' from crossing @ row fence	4,000'
Left		
Left		
Left		

b. Approaching the crossing from South, the current approach provides an unobstructed view as follows: (Opposite direction-North, South, East, West)

Direction of sight (left or right)	Number of feet from proposed crossing	Provides an unobstructed view for how many feet
Right Figure 5	17' +/-	5,280' (to 70 th Ave East)
Right		
Right		
Right		
Right		
Left Figure 4	17' +/-	650' +/-
Left Figure 6	34' +/-	200' +/-
Left		
Left		
Left		

2. Will the new crossing provide a level approach measuring 25 feet from the center of the railway on both approaches to the crossing?

Yes X No

3. If not, state in feet the length of level grade from the center of the railway on both approaches to the crossing. _____

4. Will the new crossing provide an approach grade of not more than five percent prior to the level grade?

Yes No X

5. If not, state the percentage of grade prior to the level grade and explain why the grade exceeds five percent.

(See profile on Sheet 8 of 10 in original submittal)

The grade of the walkway after the required 25' of level surface will change to 6.25% for approximately 35' to a 5-foot level landing, then continue at 6.25% for another 40'. This leaves approximately 25' of 2% grade to connect to existing school pathway. South of the crossing, the grades do not exceed 2.5%
